

precariously aloft the pews, posing another hazard.

The stoves are idle now and the piping was pulled down decades ago. These days the Richmond Historical Society manages and maintains the town-owned structure under a 40-year agreement that expires in 2016.

Town meeting ceased to be held at the church in 1974 on the advice of the fire marshal and structural engineers who advised the roof could cave under a heavy snow storm. (Town meeting now takes place at Camels Hump Middle School.) The five Protestant denominations that sold pew space to fund the construction 200 years ago no longer hold Sunday services at the church.

But the structure and its surrounding green continue to serve as a visual centerpiece and active venue for weddings, tours, concerts and other events.

#### MAINTAINING HISTORY

Volunteers do everything from washing the 12-over-12 mullioned windows to writing grants to booking weddings to monitoring the steady stream of repairs needed to keep the church upright. Major structural work took place in the late 1970s and early 1980s, with the historical society leading the charge. More recently, workers have restored the foundation and replaced rotting beams and clapboard at the back of the church. Some day friends of the church would like to build in a bathroom, but for now a lilac-landscaped port-o-let out back serves the purpose.

Repairing broken panes of glass is a regular task and in this as in other work, effort is made to stay historically accurate. Glass from old windows donated to the church is used whenever possible.

"We have a stockpile of wavy glass to repair the broken windows," Thomas explained.

All the effort to maintain the church is well worth it, said Thomas as she showed a reporter around the space recently.

The building today is unheated and there are no plans to add a modern heat source. That means use of the Round Church is seasonal, with events taking place from April to October, with a few exceptions such as an annual December carol sing.

Occasionally a wedding is scheduled in November or December. "But we have to make sure the bride and groom realize how cold it's going to be," said Thomas.

One couple literally got cold feet and moved their wedding on a few days notice after visiting the church and realizing how chilly their vows would be.

The shape of the church has long been a subject of speculation. Some say the circular shape was chosen to ward off the devil because he could not hide in the corners of the church.

Thomas doubts the devil drove the architectural plans. The more likely story is that head carpenter William Rhodes appreciated the circular design of an addition to the meeting house in his hometown of Claremont, N.H. and wanted to copy the idea.

"To me, that makes the most sense," Thomas said. "It's not the most interesting, but it makes the most sense."

Snatches of the surrounding scenery can be viewed from inside the church—green mountainside, sloping lawn, flood plain field and the red metal truss bridge spanning the Winooski River. The church sits slightly uphill, which saved it from the great flood of 1927 and Tropical Storm Irene, although the latter turned the lower green into a lake.

Taking care of the building is much more involved than some people might guess, said Thomas. But Richmond would not be Richmond without it, she said.

"It's our claim to fame, I guess."

#### TRIBUTE TO RANDALL H. WALKER

Mr. REID. Madam President, I rise today to recognize Randy Walker for his leadership as Director of Aviation for Clark County. Randy is the consummate public servant, having served the people of Nevada in various positions since 1979, culminating in his appointment as Director of Aviation for Clark County in May 1997. For the past 16 years, Randy has transformed McCarran International Airport into one of the premier airports in the world, and he has greatly expanded the airport's reach to all corners of the globe.

Randy became Director of Aviation at an exciting time in southern Nevada. Clark County was the fastest growing county in the Nation, with tens of thousands of new people moving to Las Vegas each year. Tourist numbers hit record levels and new resorts were changing the face of the world famous Strip. Las Vegas was becoming a global destination with new markets in Europe, South America, and Asia fueling southern Nevada's economy. Randy recognized this potential for growth and he played a key role in expanding the airport.

During Randy's first year on the job, McCarran International Airport added 26 new gates; more were added in 2005 and again in 2008, which increased the D Concourse's size to 45 gates today. Randy oversaw the construction of a new rental car terminal, which improved the visitor experience for tourists. He also kept airport operations running smoothly at the airport during the construction of a tunnel for Interstate 215 under the runways.

Randy has also made McCarran International Airport one of the most technically advanced airports in the Nation. It is the only major airport in the U.S. to use Common Use Terminal Equipment, allowing for seamless integration of airlines' computer systems. In addition, he installed SpeedCheck kiosks, allowing customers to get their boarding passes without having to go to a specific airline counter. The airport also implemented a baggage-tracking system that uses radio-frequency identification so that baggage can be accurately tracked.

In 2010, McCarran opened a USO Lounge to serve servicemembers from Nevada and those flying through Nevada. The rest and relaxation lounge serves tens of thousands of our military personnel each year as they travel to Nevada and through Nevada. I worked with Randy, Wayne Newton, and the USO since 2007 to create this lounge.

Randy has changed the face of aviation in southern Nevada, but the most important project during Randy's tenure was the opening of Terminal 3, or T3. Building a new \$2.4 billion terminal was the largest expansion project in McCarran's history, and one of the

largest public works projects in Nevada history. McCarran began this ambitious expansion project before the recession hit my State. When the economy worsened, I worked with Randy to keep T3 on track by having Congress provide tax relief to local governments and their bondholders in the American Recovery and Reinvestment Act. Randy's steady leadership during the challenging economy was critical to the completion of the project.

Last year, McCarran International Airport was ranked 24th in the world for passenger traffic, hosting nearly 41.7 million passengers. Under Randy's tenure, the airport saw a 33 percent increase in Las Vegas visitor volume that resulted in a 50 percent increase in revenues for Clark County. This has been extremely beneficial to the economy of southern Nevada.

After playing an important role in shaping the future of Las Vegas and southern Nevada for decades, Randy recently stepped down as the Director of Aviation to enter a well-deserved retirement. I am pleased to recognize Randy's extraordinary service to the people of Clark County before the Senate today and I wish him all the best in his retirement or, knowing Randy, in his next phase of remarkable achievement.

#### TRIBUTE TO DR. AL BOWMAN

Mr. DURBIN. Madam President, I would like to take a few moments to thank Dr. Al Bowman for all he has done to keep the doors of educational opportunity open for young people in my State of Illinois.

After nearly 10 years as President of Illinois State University, and a total of 35 years of service to ISU, Dr. Bowman is retiring. But the mark he leaves will continue to benefit ISU and the people of Illinois for years to come.

The ISU Dr. Bowman is leaving is more financially stable and more attractive to top talent. Its student body is more diverse.

Under Dr. Bowman's leadership, Illinois State University has ranked as one of America's top 100 public universities for 7 straight years.

A hallmark of Dr. Bowman's presidency at ISU has been his determination to make sure that students graduate with the best possible education and the lowest possible debt.

Illinois State University has done much more than any school I know of to make sure its students are able to make informed choices about student loans. The university asks each student to meet with financial counselors. Those counselors push students to borrow the minimum they need—not the most they can get. As a result, ISU's students graduate with an average student debt of \$22,720—a sizable debt, to be sure, but well below the national average for 4-year, public institutions.

And the quality of education is unquestioned. ISU's graduates are finding work in their field and paying down